

AMENDMENTS TO THE CLAIMS:

Please amend the claims as follows:

1-20. (Canceled)

21. (Currently Amended) An arrangement for a vehicle steering-wheel, said arrangement comprising:

a hub for fixing to a steering column;

a bowl-shaped element connected to the hub with at least one spoke, the at least one spoke further connecting the bowl-shaped element to a steering-wheel rim;

wherein the hub, the bowl-shaped element and the at least one spoke are integrally formed as a single material item;

the bowl-shaped element further comprising a lower shell part and an upper shell part, the upper shell part having larger outer dimensions than the lower shell part and the shell parts being connected by a ledge extending substantially in the radial direction relative to the longitudinal axis of the steering column radially outwardly from the lower shell part to the upper shell part;

the bowl-shaped element further comprising a casing for enclosing an airbag and a means for inflating the airbag substantially disposed in the lower portion of the steering wheel for inflating the airbag in the event of a collision involving the vehicle; and

wherein the bowl-shaped element is substantially conical;

a wall section of the bowl-shaped element at least partly forming a part of the means for inflating the airbag.

22. (Currently Amended) A vehicle steering-wheel arrangement, the arrangement comprising:

a hub configured for fixation to a steering column positioned in a vehicle;

a bowl-shaped element connected to the hub, the bowl-shaped element having at least one spoke for connecting the bowl-shaped element to a steering-wheel rim;

the bowl-shaped element establishing a casing that at least partially surrounds an airbag and an inflating mechanism substantially disposed in the lower portion of the steering wheel and that inflates the airbag in the event of a collision involving the vehicle;

the bowl-shaped element further comprising a lower shell portion and an upper shell portion, the upper shell portion having a larger outer dimension than the lower shell portion, the shell portions being connected by a ledge extending in a substantially radial direction relative to a longitudinal axis of the steering column substantially radially outwardly from the lower shell portion to the upper shell portion;

wherein the bowl-shaped element is substantially conical; and
a wall section of the bowl-shaped element forming, at least partly, a part of the inflating mechanism for the airbag.

23-26. (Canceled)

27. (Previously Added) The arrangement according to claim 21, wherein the airbag is arranged so that a major part of its mass extends along an inner periphery of the bowl-shaped element.

28. (Previously Added) The arrangement according to claim 27, wherein the arrangement is formed with a weight distribution and dimensioning of the steering-wheel, airbag and the means for inflating the airbag have a weight distribution and dimensioning such that a moment of inertia for the steering-wheel is obtained whereby vibrations in the steering wheel are minimized, the moment of inertia lying within a predetermined range.

29. (Previously Added) The arrangement according to claim 27, wherein the arrangement is formed with a weight distribution and dimensioning of the steering-wheel, airbag and means for inflating the airbag have a weight distribution and dimensioning corresponding to a torsion natural frequency f_T and a bending natural frequency f_b which are set in order to minimize mechanical perturbations in the steering-wheel.

30. (Previously Added) The arrangement according to claim 21 further comprising at least two spokes connected by a reinforcing element, the reinforcing element being an integrated part and extension of the bowl-shaped element.

31. (Previously Added) The arrangement according to claim 21 wherein the steering-wheel rim is integrally formed with the at least one spoke.

32. (Previously Added) The arrangement according to claim 22, the at least one spoke further comprising a plurality of spokes, each of said spokes being interconnected with the hub and the bowl-shaped element.

33. (Previously Added) The arrangement according to claim 32, wherein the hub, the bowl-shaped element and the plurality of spokes are integrally formed with a steering-wheel rim.

34. (Previously Added) The arrangement according to claim 22, wherein the airbag is arranged with a majority of its mass located along an inner periphery of the bowl-shaped element.

35. (Previously Added) The arrangement according to claim 22, the arrangement being configured so that the steering-wheel, the airbag and the inflating mechanism for the airbag have a weight distribution and dimensioning corresponding to a moment of inertia for the steering-wheel, the moment of inertia lying within a predetermined range.



Serial No.: 09/681,403
Confirmation No.: 3278
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Atty. Ref.: 07574.0082.PCUS00

36. (Previously Added) The arrangement according to claim 22, the arrangement being configured so that the steering-wheel, the airbag and the inflating mechanism for the airbag have a weight distribution and dimensioning corresponding to a moment of inertia for the steering-wheel, the moment of inertia corresponding to a torsion natural frequency f_T and a bending natural frequency f_B which are set in order to minimize mechanical perturbations in the steering-wheel.

37. (Previously Added) The arrangement according to claim 22, the at least one spoke further comprising at least two spokes, each of the two spokes being connected by a reinforcing element, the reinforcing element comprising an extension of, and is an integrated part of the bowl-shaped element.

38. (Previously Added) The arrangement according to claim 22, wherein the steering-wheel rim is integrally formed with the at least one spoke.

39. (Previously Added) The arrangement according to claim 21 wherein when force is exerted upon the arrangement in the event of a collision, the steering-wheel is deformed at the ledge, thereby enabling the upper part of the shell to bend relative to the lower part of the shell.

40. (Previously Added) The arrangement according to claim 21 wherein the at least one spoke is deformed substantially insignificantly when force is exerted upon the arrangement in the event of a collision.

41. (Currently Amended) The arrangement according to claim 22 wherein when force is exerted upon the arrangement in the event of a collision, the steering-wheel is deformed at the ledge, thereby enabling the upper ~~part~~ portion of the shell to bend relative to the lower ~~part~~ portion of the shell.

42. (Previously Added) The arrangement according to claim 22 wherein the at least one spoke is deformed substantially insignificantly when force is exerted upon the arrangement in the event of a collision.